

CHAPTER 3: PILOTS, NON-PILOTS AND AIRCRAFT OWNERS

One method of determining general aviation demand is by reviewing the number and location of pilots throughout the region as well as the number of aircraft owners and regional based aircraft.

The Federal Aviation Administration provides a database of pilots throughout the nation. Pilots are categorized as to their proficiency, such as student pilot, instrument rating, Certified Flight Instructor and Air Transport Pilot. This database indicates 26,726 pilots (as of July 2002) within the region as indicated in *Table 3-1*. Of these nearly 27,000 pilots, there are 3,787 certified Flight Instructors.

Table 3-1: Regional Pilots (2002)

| County | Student | Recreational | Private | Commercial | Air Transport | Total | Certified Flight Instructors |
|---------------------|--------------|--------------|---------------|--------------|---------------|---------------|------------------------------|
| Imperial | 9 | 0 | 92 | 66 | 12 | 179 | 22 |
| Los Angeles | 1,651 | 1 | 5,649 | 2,698 | 1,892 | 11,891 | 1,756 |
| Orange | 752 | 0 | 2,538 | 1,264 | 1,429 | 5,983 | 875 |
| Riverside | 518 | 0 | 1,444 | 687 | 608 | 3,257 | 413 |
| San Bernardino | 486 | 0 | 1,397 | 652 | 407 | 2,942 | 374 |
| Ventura | 252 | 0 | 1,102 | 480 | 640 | 2,474 | 347 |
| TOTAL PILOTS | 3,668 | 1 | 12,222 | 5,847 | 4,988 | 26,726 | 3,787 |

Flight Instructors are subset of commercial and Air Transport Pilots.

Source: FAA

Figure 3-1 Regional and National Pilots

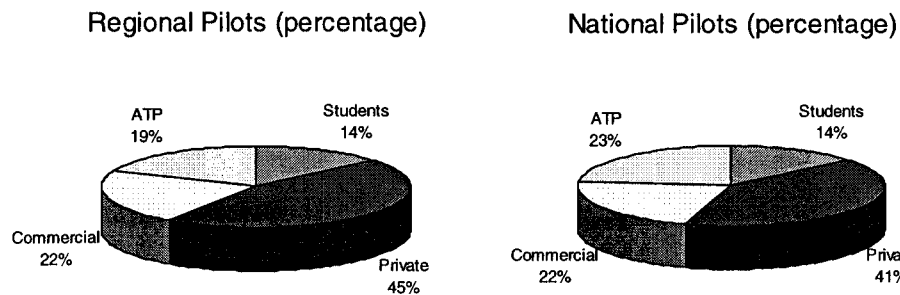


Figure 3-1 above indicates the percentage of each pilot type within the region and nationally. The SCAG region closely resembles the national percentage with the exception of slightly more Private pilots and slightly less Air Transport Pilots. This difference could be due to several factors, including abundant good weather for recreational flying, a large educated population with greater disposable income and the numerous general aviation airports located throughout the region.

Pilots are further depicted graphically sorted by zip code on the following page:

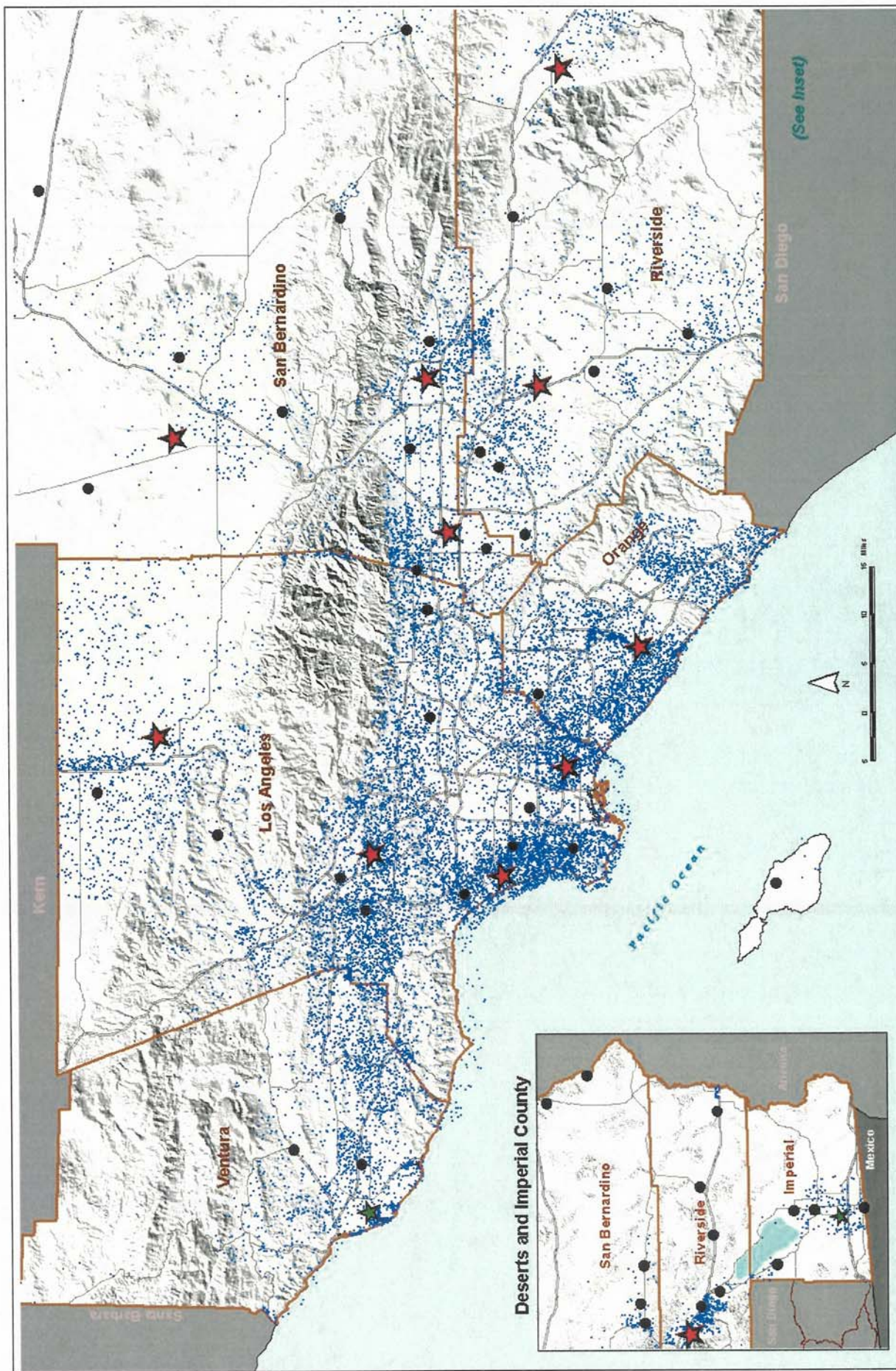


Figure 3-2
Regional Pilots
Sorted By Zip Code

- ★ Commercial Airport
- ★ Commuter Airport
- General Aviation Airport



Certificated Non Pilots

The FAA also maintains a database of persons certified to perform aviation maintenance or operations. For the SCAG metropolitan region, there are over 19,000 non-pilots certified by the FAA within their specialty of expertise. The non-pilots offer an interesting perspective on direct economic impacts of regional aviation (both commercial and general aviation).

These non-pilots include ground instructors, mechanics for both the airframe and the powerplant (both turbine and propeller). Once a repairman reaches a certain proficiency, they can be certified by the FAA as an expert in airframe repair, powerplant repair or both. Authorized quality assurance inspectors examine maintenance and certify the repairs as complete. Parachute riggers are responsible for the safe maintenance and packing of parachutes.

This does not include other non-certificated personnel such as flight attendants, terminal and ramp agents, baggage handlers, aircraft fuelers, etc. normally associated with general and commercial aviation.

Table 3-2 Certificated Non-Pilots

| County | Imperial | Los Angeles | Orange | Riverside | San Bernardino | Ventura | TOTAL |
|--------------------------------|----------|-------------|--------|-----------|----------------|---------|--------|
| Ground Instructor | 12 | 1,622 | 834 | 375 | 348 | 270 | 3,461 |
| Repairman | 12 | 1,997 | 574 | 283 | 222 | 183 | 3,271 |
| Airframe Mechanic | 4 | 398 | 147 | 55 | 94 | 37 | 735 |
| Powerplant Mechanic | 0 | 329 | 52 | 68 | 228 | 26 | 703 |
| Airframe / Powerplant Mechanic | 57 | 8,150 | 2179 | 1,030 | 1468 | 694 | 13,578 |
| Authorized Inspector | 15 | 349 | 98 | 93 | 108 | 77 | 740 |
| Parachute Rigger | 4 | 133 | 52 | 103 | 34 | 39 | 365 |
| Dispatcher | 0 | 304 | 73 | 25 | 18 | 25 | 445 |
| Navigator | 0 | 3 | 2 | 2 | 2 | 2 | 11 |

Source: FAA, July 2002

Registered Aircraft Owners

The FAA maintains a database of aircraft by owner. This database does not indicate the location of the aircraft (which may be based outside the region) but the location of the owner. The FAA further breaks aircraft ownership into nine categories:

Type 1: Owned by an individual

Type 2: Owned through a partnership between two individuals

Type 3: Owned by a corporation or business entity

Type 4: owned through any combination of entities except for Type 2. Includes fractional ownership

Type 5: Owned by a government agency

Type 6 & 7: Not used

Type 8 & 9: Non-citizen corporation and non-citizen co-owned

Table 3-3: Registered Aircraft Owners by Type and County

| | Type 1 | Type 2 | Type 3 | Type 4 | Type 5 | Type 8 & 9 | Subtotal |
|-------------------|--------------|-------------|--------------|--------------|------------|------------|---------------|
| | Individual | Partnership | Corporation | Co-owner | Government | Other | |
| Imperial | 112 | 10 | 64 | 34 | 1 | 0 | 221 |
| Ventura | 616 | 34 | 200 | 230 | 11 | 1 | 1,092 |
| Riverside | 976 | 66 | 257 | 302 | 24 | 6 | 1,631 |
| San Bernardino | 937 | 53 | 228 | 317 | 24 | 17 | 1,576 |
| Los Angeles | 3,640 | 198 | 2,083 | 1,081 | 143 | 63 | 7,208 |
| Orange | 1,445 | 84 | 573 | 491 | 23 | 0 | 2,616 |
| SCAG Total | 7,726 | 445 | 3,405 | 2,455 | 226 | 87 | 14,344 |

Source: FAA

As indicated by *Figure 3-3*, Individual aircraft owners predominate. However, Corporate ownership accounts for almost 25% of all aircraft owners in the region. This could actually be larger as the database was developed before fractional ownership became popular. According to the FAA, co-owners (type 4) includes (corporate) fractional ownership.

Figure 3-3
Aircraft Owners in Region

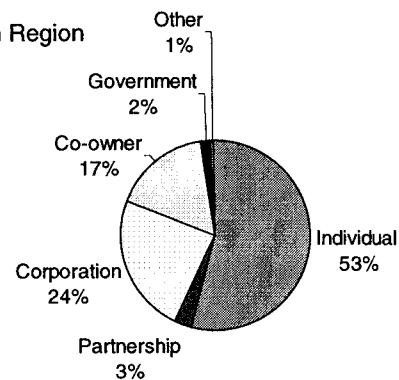


Table 3-4: Regional Based Aircraft by County

| | Single Engine | Multi Engine | Single Turbine | Multi- Turbine | Helicopter | Ultra light | Subtotal |
|-------------------|--------------------------|-------------------------|---------------------------|---------------------------|-------------------|------------------------|-----------------|
| Imperial | 149 | 20 | 0 | 2 | 8 | 0 | 179 |
| Los Angeles | 3,535 | 650 | 8 | 319 | 143 | 1 | 4,656 |
| Orange | 787 | 37 | 0 | 42 | 15 | 0 | 881 |
| Riverside | 1,284 | 141 | 4 | 29 | 34 | 140 | 1,634 |
| San Bernardino | 1,928 | 330 | 15 | 303 | 82 | 32 | 2,690 |
| Ventura | 764 | 75 | 4 | 6 | 21 | 25 | 980 |
| SCAG Total | 8,447 | 1,253 | 31 | 701 | 303 | 198 | 10,933 |

Source: Airport Managers

Regional based aircraft remains less than based owners for several reasons. Corporate owners include aircraft leasing firms such as banks or specialized corporations that may not necessarily base aircraft in the region. Another reason may be that an airport outside the region may be closer to the owner or is less expensive than regional airports to base the aircraft.